

~~SECURITY INFORMATION~~

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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INFORMATION REPORT

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COUNTRY Germany (Russian Zone)

DATE DISTR. 30 April 1952

SUBJECT Observation of Werneuchen Airfield

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ACQUIRED

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SUPPLEMENT TO
REPORT NO. 25X1X

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1. At 5:30 p. m. on 4 February, 28 jet bombers were counted outside the hangars. A plane with the blue No 18 took off and circled the field once. (1) The hangars were closed. A snow plow towed by a tractor cleared the runway and taxiways of snow 3 to 4 cm deep. Between 6 and 10:30 p. m., three jet bombers practiced flying. The weather was slightly cloudy. At the take-off point there were 2 trucks, 1 fire truck, 2 radio trucks with a rod antenna about 4 meters high, 1 radio truck with a plexiglass cupola, a rod antenna, another antenna mast with a triangular device on its top, and 3 trucks with mounted searchlights, each about 1.5 meters in diameter. Only one searchlight was in operation. It rotated eight times from north to south thus lighting the runway. The runway lights were continually on. When jet planes took off, a jet of fire 1 meter long was observed at the nozzle exhaust. This jet of fire disappeared after the take-off. The planes remained aloft for about 10 minutes.
2. Between noon and 3 p. m. on 5 February, only two biplanes practiced take-offs and landings on the sodded landing field. The hangars were closed. A total of 28 jet bombers were observed outside the hangars on the landing field. Between 8 a. m. and 3 p. m. on 6 February 11 jet bombers circled over the field for about 15 minutes. The weather was clear. Another 15 jet bombers were parked in front of the closed hangars. At 2 p. m. on 7 February, 28 jet bombers were counted in front of the hangars. At 2:15 p. m., a jet bomber took off and circled the field once. Another jet bomber took off at 2:30 p. m., but its landing was not observed. The occupation on 8 February was the same as on 7 February. Between 8:10 a. m. and 1 p. m., nine jet bombers made individual flights below the cloud base. The weather was very cloudy. A total of three biplanes which are probably parked in the hangars, have been observed at the field to date. No four-jet planes were observed at the field. (2) In the morning of 9 February, Soviet soldiers removed snow from the runway with brooms. They did not sand the runway.
3. the scheduled northern taxiway was to be provided with 24 hardstands. (3) Motor vehicles observed

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4. On 28 January, three type-30 planes and a type-27 plane practiced flying over the field. There was a light snow. There was a visibility of about 3 km and a 500-meter cloud base. Source did not observe that the crews were changed or that flying personnel stood at the take-off point. The type-27 plane made flights of 30 to 45 minutes. At night, three type-30 aircraft circled over the field. On 29 January, a type-30 plane with the No Y 1 circled over the field. There was a 8/10 overcast at an altitude of 1,000 meters and a visibility of 10 km. Three type-30 planes were again observed flying at night. On 30 January, there was flying by a type-30 and 2 type-27s during the day and three type-30s at night. The weather was the same as on 28 January. At 10 a.m. on 31 January, two type-27s with the Nos 18 and 19 took off. There was a good visibility and a cloud base at about 1,000 meters. Source observed that eight bombs were loaded on each plane. Twenty minutes after the take-off, the explosion of individual bombs and sticks of bombs was heard from the southwest. (4) The two planes remained aloft for about 45 minutes. After landing, they were again loaded with bombs and took off another time. This procedure was repeated a third time. The last landing was at 2:30 p.m. Three type-27 planes with the Nos 8, 23 and 28 also made local flights. At night, three type-30s were aloft. On 1 February, type-27 aircraft with the Nos 8, 23 and 28 and a type-30 with the No Y 1 were observed flying. This continued although the visibility was limited to about 100 meters by a snowfall. At 3 p.m. the following aircraft were counted at the field: 5 type-27s, including the Nos 6, 17 and 22, on the western dispersal area; 5 type-30s, including the Nos Y 1, Y2 and Y 3 in front of Hangar 7; and 20 jet bombers whose types could not be observed in front of the other hangars. Three type-30 planes circled over the field at night. The flying activity described above took place from 9 a.m. to 3 p.m. and from 6 p.m. to 2 a.m. Every day before flying activity started, plane Y 1 circled the field once. No auxiliary fuel tanks were noticed on the jet bombers, and no four-jet planes were observed at the field. During the flying activity, aircraft repeatedly flew above the clouds. Between 5:30 p.m. on 4 February and 1 a.m. the next morning, two twin-jet bombers made local flights. There was a good visibility and a 800-meter cloud base. At 8:30 a.m. on 8 February, a type-30 plane with the No Y 3 took off from the field. There was a medium degree of cloudiness and a visibility of about 10 km. It snowed occasionally. Three type-27 planes with the Nos 06, 16 and 18 flew from 9:30 a.m. to 2 p.m. At 2:30 p.m., a total of 30 jet bombers were counted in the dispersal areas. The aircraft parked in the hangars could not be counted.
5. The snow on the runway was blown off by tubes. Subsequently, 300 men cleaned the runway with brooms. Salt was scattered on icy spots by manure spreaders. When the runway became slippery again, 300 men were observed to clean it with wooden shovels and brooms. A caterpillar tractor towing a snow plow was in operation after 31 January. The snow had an average depth of 10 cm. After the first snowfall, the northern edge of the runway was marked with pine branches, while the southern edge was marked by the bases of the runway lamps. On the morning of 8 February, 400 soldiers swept the water off the eastern section of the runway.
6. Source observed that a type-27 with the No 8 had a straight antenna mast about 20 cm long fitted at the right side aft of the cabin. This mast with an egg-shaped device at its top pointed upward to the rear. A wire led from the pilot's cabin via the egg-shaped device to the upper edge of the rudder assembly. Another wire branched off vertically in line with the base of the rudder assembly. This wire led to an undetermined spot in the fuselage.
7. The type-27 aircraft had landing flaps which were extended at an angle of about 50 degrees while the plane was still taxiing. The take-offs were always made from the eastern turning apron. The planes, including those loaded with eight 1-meter bombs, required a runway length of about 1,100 meters for taking off. After the landing, the planes usually taxied as far as the western communication lane. The nose gunner entered by means of a ladder through a lid about 70 cm long which opened to the left and extended as far as the plexiglass nose section

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in front of the pilot's cabin. The nose gunner had a prone position. The rear gunner climbed a ladder into the pilot's cabin which opened to the right. He was seated when in position. A third man entered the pilot's cabin. Source observed that the crews of planes No 18 and 19 got into their cabins in the same way. To date, it has not been observed that the flying personnel carried parachutes or parachute harnesses when going to the planes. The front machine gunner held a light machine gun in one hand while entering the plane. The light machine gun projects beyond the nose of the fuselage. The twin-barreled machine gun in the rear gunner's station was of considerably heavier caliber than that in the nose. The planes were being loaded with bombs in the dispersal area. The bombs which were hauled to the plane were then hoisted into the bomb bays. Plane No 17 was loaded with eight bombs, each about 1 meter long and 25 cm in diameter. A rod-shaped device projected beyond the right side of the fuselage. It was probably the rod of the trailing aerial since a weight was observed at its end.

8. The portion of the board fence at the two extensions of the runway was removable. The barbed wire fence north of the runway was almost completed. For the scheduled extension of the spur track to the woods in the south-southeast, trees were cut making a strip 2 x 300 meters. The fuel dump was to be moved there. On 6 February, cleaning work started on the bunker west of the hangars. After that date, no German workers were allowed to enter this bunker which was about 20 x 20 x 30 meters. It was a multi-story reinforced concrete structure with a roof 3 to 4 meters thick and with an elevator which was unserviceable. (5) The basin where the drainage pipes terminate is to be enlarged.
9. At the southeastern edge of the target range, two gun emplacements, each 4 meters long and 3 meters wide, were dug in the ground to a depth of 1.8 meter. Seven similar emplacements were located around the target range and in the barracks installation. An AA gun with a barrel about 4 meters long and a caliber of 75 to 80 mm was temporarily moved into one emplacement on 30 January. The AA gun was fitted with detachable rubber-tired wheels and a split-trail gun carriage. Source observed from a distance of about 300 meters that the barrel raised and swung for about 30 minutes. Then the gun was towed away.
10. A DF station with four masts was observed in the extension of the runway about 400 meters from its eastern end. The two southern masts were located in the extension of the northern edge of the runway. A wooden cabin with an individual mast was 30 and 60 meters east of these masts respectively. A telephone line led from the DF station to the radio installation in the barracks area. During the flying activity, two radio trucks were parked west of the runway. One truck had a plexiglass cupola and large windows on the side. The other truck was fitted with an antenna mast about 4 meters high. An underground cable was located in the eastern extension of the taxiway, about 400 meters from its eastern end. The power transmission line from the barracks buildings led to this cabin from where it continued on the ground to the eastern turning apron. A row of eight red lamps placed at a right angle to the runway was seen extending north and south of the runway. Two more such rows of lamps were observed at a distance of 200 meters and 400 meters from the runway end. The extension of the runway was also lighted. Truck [] carried sentries to 25X1B their posts daily.
11. [] 25X1
[] Brandenburg Bauunion is charged with the construction of a runway at Budy airfield near Magdeburg. Construction work was started by about 50 men in the last week of January. (6)
12. Between 10:30 a.m. and 3:30 p.m. on 2 February, five type-20 or type-30 jet bombers were parked west of the hangars at the field. There was no flying by jet

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aircraft because it was snowing. At 10:05 a.m., an Li-2 took off. A plane of the same type landed at 12:35 p.m. A large building material dump was located in the northern section of the field. From the machines observed there, source inferred that concreting work was being done. (7) A beacon light on a pole about 10 meters high was north of the snow, about 2 km north northwest of Werneuchen. Sedan [REDACTED] and trucks [REDACTED] and [REDACTED] entered and left the field.

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13. Between noon and 3 p.m. on 13 February, the field was observed from the southwest. There was a visibility of about 2 km and a growing overcast at an altitude of about 1,000 meters. Four uncovered type-27 planes without auxiliary fuel tanks were parked in the southwestern section of the field. One plane had its cabin roof open sideways. The other dispersal areas could not be observed. Then source started his observation, flying was already under way. Take-offs were made on the runway from east to west. The planes remained in the air for an average of one hour. Planes with the green numbers 22 and 23 took off at 12:30 and 12:33 a.m. respectively. The green numbers 11 and 32 were observed on two other planes after their take-off. (1) Only type-27 aircraft without auxiliary fuel tanks were employed for flying activity. A jet bomber towed a sleeve target on a rope about 20 meters long which is about the length of a fuselage. The last take-off was made at 1:30 p.m. and the last landing at 2:30 p.m. Motor vehicles observed entering and leaving the field included trucks [REDACTED] with trailer [REDACTED] sedan [REDACTED] and ambulance [REDACTED]

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25X1A [REDACTED] Comments.

- (1) So far, only black, dark or blue aircraft numbers have been reported. Green is reported by source for the first time. It is probable that an error in observation occurred. The numbers actually are painted in one color only. So far, seven dark one-digit numbers with the prefix letter Y, 26 dark two-digit numbers were confirmed by several sources at Werneuchen airfield. According to previous information, it is believed that the two bomber regiments are equipped with a total of about 40 type-27 and type-30 planes. Most of the aircraft are parked in the dispersal areas near the hangars on the southern edge of the field and some are parked in the hangars.
- (2) This information again confirms that no four-jet plane landed at the field which was previously reported.
- (3) For sketch of northern taxiway and handstands under construction, see Annex. It has not been determined whether more handstands are planned south of the runway.
- (4) It is not known that a bombing range exists in this direction. It has been assumed thus far that bombing practice was conducted over the Proetzeler Forst northeast of Werneuchen.
- (5) The purpose of this bunker which was frequently reported is unclear.
- (6) This is the first report on improvement work at Burg airfield. According to available information, the field is not serviceable but partially plowed and partially used as a training area by armored vehicles of the Volkspolizei.
- (7) It is believed that the construction machines are used for construction work on the northern taxiway.

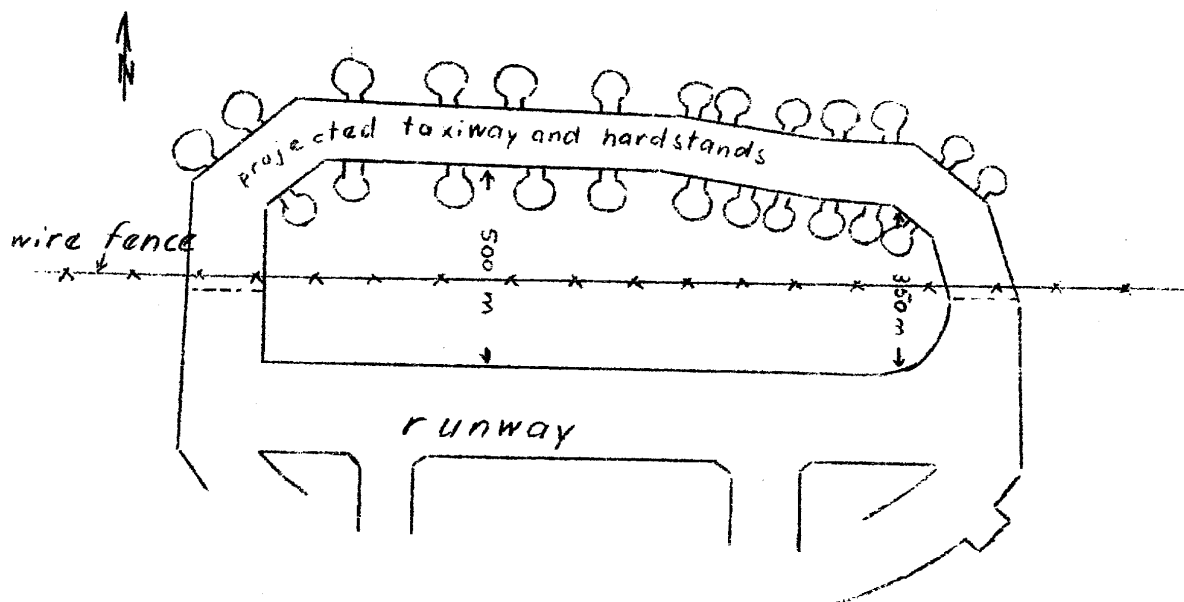
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Annex

Northern Taxiway at Worneuchen Airfield



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